AMENDMENTS TO THE SPECIFICATION

Please replace the second full paragraph on page 1 with the following amended paragraph:

--In the case of an abrupt deceleration or stop of a vehicle, a passenger on a seat in the vehicle is naturally caused to displace forwardly due to inertia. Such forward displacement of the passenger is basically prevented by a seat belt which restrains the passenger to the seat. However, in such an emergency case as a collision, ~~the stop of vehicle is so~~ stopping of the vehicle can be so abrupt that, in spite of the ~~restrain~~restraint of the seat belt, the buttocks portion of the passenger ~~is forcibly slipped or slid forwardly~~ will still slip or slide forward on a seat cushion of the seat and ~~sunk~~ sink into the upper elastic portion of the seat cushion, with it being of a high likelihood that the lower portion of the passenger will be damaged or injured. This is what is called "forward buttocks slippage phenomenon".--

Please replace the third full paragraph on page 1 with the following amended paragraph:

--Hitherto, various attempts have been made to prevent such forward buttocks slippage phenomenon. For example, a cross rod is fixedly provided in the seat cushion as a forward buttocks slippage preventive means, the cross rod

extending transversely of the forward region of the seat cushion to thereby prevent forward slippage of the passenger's buttocks portion on the seat cushion. Namely, in the case of sudden collision, the passenger's buttocks portion, which is being slipped on and sunk into the seat cushion, is quickly contacted with the cross rod and thus prevented against further forward movement, thereby protecting the lower body portion of the passenger.--

Please replace the last paragraph on page 2, bridging page 3, with the following amended paragraph:

--On the other hand, according to the latter publication No. 2002-2345, a slidable support member provided with a seat belt buckle, on which a seat cushion is mounted, is slidably engaged with a slide rail device and so arranged as to have an interlocked relation with a forward buttocks slippage preventive element provided in the forward regions of seat back. In a collision or the like, the seat belt, ~~which restrains a passenger to seat~~ by which a passenger is restrained in the seat, is forcibly pulled forwardly under the influence of inertia, which causes forward movement of the slidable support member and seat cushion relative to the slide rail device. Responsive thereto, the forward buttocks slippage preventive element is raised to receive the buttocks portion of the passenger. Further, the forward buttocks slippage

preventive element can be returned to a normal non-use position and a whole of the device can be re-used against another emergency case. Thus, this prior art is superior to the foregoing prior art (7-81466) in terms of simplified structure which does not require any sensor and inflating mechanism and recovery or re-use possibility. However, in this Pub. No. 2002-2345, the seat back itself is moved forwardly to prevent the forward buttocks slippage, which means that it is highly possible for a passenger to be moved with the seat toward a steering wheel or a panel disposed forwardly of the passenger and therefore the passenger may collide with those vehicle interior parts and may be damaged or injured thereby. With this undesired case in view, a technical ~~people~~ person will contemplate on providing a biasing means for biasingly returning the seat cushion backwardly to a home position in response to a forward inertia in a collision case or the like. Nonetheless, when the seat cushion is be moved forwardly in a collision or 'the like under inertia, the seat is quickly returned under a biasing force of the biasing means to the home position, which will adversely give an abrupt backward counter force to the passenger. If such backward biasing force is extremely great, the returning of seat is so quick that the passenger will be subjected to a secondary great impact in the backward direction, and thus, he or she may be damage or

injured by such secondary great impact. Also, the forward sliding movability of seat back in this prior art will reduce the forward inertia, as a result of which, a whole of the seat back will not be moved to a point sufficient enough to raise the forward buttocks slippage preventive element, or, depending on the situation, the forward buttocks slippage preventive element will be quickly returned to a home position under the backward biasing force of the biasing means and will not work to prevent the passenger's buttocks portion against forward slippage on the seat cushion.--

Please replace the second paragraph on page 9 with the following amended paragraph:

--The biasing spring (30) is a pulling spring which is extended in a resiliently stretched state between the actuator plate (22) and the base plate member (16), the spring (30) acting to give a toggle effect to the vertical rotation of to the actuator plate (22). This spring (30) is at one end (30e) thereof securely engaged with a securing pin (32) formed in the free end portion of the actuator plate (22) at a point adjacent to the sinuous guide hole (24), while being at another end (30f) thereof securely engaged with a securing pin (34) fixed to the base plate member (16), so that the actuator plate (22) is biasingly caused by the spring (30) to rotate about the

pivot pin (28) or toggle in one of upward and downward directions in relation to the dead point (40).--

Please replace the third paragraph on page 9 with the following amended paragraph:

--On the other hand, such vertical biased rotation of the actuator plate (22) is limited by means of an upper stopper (36) and a lower stopper (38). Namely, the upper and lower stoppers (36) (38) may be formed, as illustrated, by punching out their corresponding local regions of the base plate member (16) and upturning them outwardly at a right angle relative thereto, such that the upper stopper (36) is disposed at a point to limit the upward rotation of the actuator plate (22) at a fixed upper position UL, while the lower stopper (38) disposed at a point to limit the downward rotation of the actuator plate (22) at a fixed lower position LL.--

Please replace the last paragraph on page 9, bridging page 10, with the following amended paragraph:

--In this context, it is noted that the afore-said dead point (40) is defined to be an imaginary rectilinear line extending through the rotation center (at 28) and securing pin (32) of the actuator plate (22) on the condition that a central axis (42) of the spring (30) will be brought in conformity with that imaginary rectilinear line, in which case, the biasing

force of spring (30) will become null and inactive to the actuator plate (22), and that the biasing direction in which the biasing force of spring (30) is applied to the actuator plate (22) will be changed over in relation to the dead point (40). That is, as viewed from Figs. 1 and 2, when the central axis (42) of the spring (30) is located above the dead point (40), the biasing force of that particular spring (30) is active in an upward direction to biasingly cause upward or clockwise rotation of the actuator plate (22) about the pin (28). By contrast, when the spring central axis (42) is located below the dead ~~pint~~ point (40), the biasing force of spring (30) becomes active downwardly, thereby biasingly causing downward or anticlockwise rotation of the actuator plate (22) about the pin (28).--

Please replace the last paragraph on page 11, bridging page 12, with the following amended paragraph:

--Designation (60) denotes a flexible wire cable ~~extended~~ engaged in a housing 60' opposite ends of which are fixed on base plate member 16 by supports 64. Wire cable 60 extends between the above-described toggle mechanism (M1) and the seat belt control mechanism (M2) to be described later. Fixedly connected with one end (60b) of the wire cable (60) is an elongated connecting ring (62) having an elongated guide

hole (66) in which the foregoing connecting pin (20) is slidably connected.--

Please replace the second full paragraph on page 13, bridging page 14, with the following amended paragraph:

--With the foregoing arrangement, as shown in Fig. 1, when a great forward load (F) is applied under a forward excessive inertia to the seat belt (see the designation (SB) in Fig. 5) connected with the buckle (44), overcoming the above-discussed biasing force of return spring (50), the buckle (44) is pulled upwardly, which causes anticlockwise rotation of the rotary link member (46) about the pin (54) as indicated by the two-dot chain lines and the arrow ①. Such anticlockwise rotation of rotary link member (46) draws the wire cable (60) connected with one end of the rotary link member (46) in the backward direction, and at the same time, the elongated connecting ring (62) connected with another end of the rotary link member (46) is displaced ~~donwardly~~ downwardly as indicated by the arrow ②. Since the connecting pin (20) connects together the elongated ring (62), actuator plate (22) and arm (18), the downward displacement of elongated connecting ring (62) causes simultaneous anticlockwise rotation of the actuator plate (22) about the pin (28) as indicated by the arrow ③ and also causes simultaneous clockwise rotation of the arm (18) about the pin

(26) as indicated by the arrow ④. Thus, as can be seen in Fig. 2, the spring (30) is displaced ~~donwardly~~ downwardly to a level below the dead point (40), thereby applying a downward biasing force to both actuator plate (22) and arm (18) , with the result that the actuator plate (22) is rotated anticlockwise in a direction from the upper stopper (36) to the lower stopper (38), while at the same time, the arm (18) is rotated clockwise to raise the horizontal bar element (12) to the upstanding operative position to receive the passenger's buttocks portion (PB), thereby preventing the same against further forward slippage on the seat cushion (14). At this moment, it is seen that, with the anticlockwise rotation of actuator plate (22), the connecting pin (20) is slidingly moved in and along the sinuous guide hole (24) of that actuator plate (22) and thereby the arm (18) is smoothly rotated along a given circular orbit relative to the pin (26), and that, at the same time, the connecting pin (20) is slidingly moved downwards in and along the elongated guide hole (66) to the lower edge (66b) of elongated guide hole (66).--